

**Abstract of the Disclosure:**

A honeycomb body that is formed of alternating layers that are substantially smooth and layers that are at least partially structured, in particular a catalytic converter support and/or filter, preferably for the exhaust gas system of a motor vehicle. The layers form cavities that allow a fluid to flow in an axial flow direction. The structured layers have structural extremities in contact with smooth neighboring layers and inverted sections in the vicinity of their structural extremities. The sections protrude into the cavities and have a form approximately inverse of the structural extremities in a cross-section through the honeycomb body that runs perpendicularly to the flow direction in such a way that breaks are formed in the structural extremities in the vicinity of the inverted sections. Counter-structures are configured in the vicinity of the inverted sections and/or structural extremities in the essentially smooth layers. The structures engage with the structural extremities and/or inverted sections, in particular in a positive fit. In the inventive honeycomb body, relative displacements of the two layers in the flow direction are prevented by the co-operation of the inverted sections and the counter-structures that are allocated to the latter, by the engagement of the counter-structure with the inverted section. This also prevents the telescoping of honeycomb bodies.